

The

National

Falcon

JUNE 2019

News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1965 FALCON TWO-DOOR SEDAN
GREG DUVAL; OREM, UTAH

ON THE COVER

Greg DuVal of Orem, Utah (FCA #15238) 1965 Two-Door Sedan

Seven years ago, Greg bought this 1965 Falcon two-door sedan. The car originally had a six-cylinder with a manual three-speed transmission and column shift. His plan was to convert the car to a V8 with a four-speed transmission.

After rebuilding the suspension to convert it to a five-lug V8 suspension, he put in a narrow nine-inch Ford rear end in with new leaf springs. A new 302 engine stroked to a 331 was built and other performance parts were added.

A setback occurred with the paint job and time lapsed while decisions were made in where to repaint the car. Now the car was to become a "Two-Timer." New paint and new interior were eventually completed and many extras were added to make this a very nice rebuild.

A lot of people helped Greg with this car's transformation. It pays to have friends in the classic car restoration business! You will want to read the rest of Greg's story on page 16.

NEW PASSWORD

To access technical articles and membership directory, use this new password :

FCA1979!

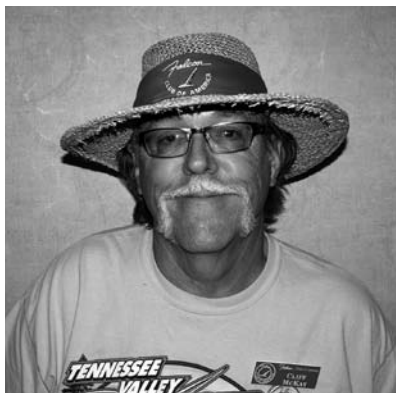
IN THIS ISSUE

- 3 President's Message** By Cliff McKay
- 4 An Invitation to the Smoky Mountain Regional**
- 6 Chapters by Region**
- 8 Calendar of Events**
- 9 Are You Colo-Ready?** By Gatha Hammond and Janice Cody Brown
- 10 Quick Guide to Vacuum Gauge Readings**
- 12 The Art of a Professional Photo Shoot** By Rod Crawford
- 14 Classified Advertising**
- 16 Two-Timer** By Greg DuVal
- 22 1966 Ford Ranchero**
- 27 FCA Board of Directors, Officers, and Regional Directors**
- 28 From A Reader: Falcon still maintains market perch**
- 29 Just a Bunch of Kids Playing in the Same Sandbox** By Jeff Schira
- 30 FCA Members' Advertising**
- 31 How to Advertise/Ad Index**
- 32 Night Flight of the Falcon**

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

“Our Falcons are again flying to the beaches, through our parks, and down our boulevards. All of that sprucing up of your Falcons during the winter really pays off now as you go to your local shows.”

Spring had a little later start this year for some of us because of those pesky late winter snows, but now we're definitely heading right into summer! This means we're finally getting to take real advantage of these extended daylight hours and warmer temperatures and we're able to get out and play with our great Falcons more. Many of you have already been to multiple local car shows by now. Our Falcons are again flying to the beaches, through our parks, and down our boulevards. All of that sprucing up of your Falcons during the winter really pays off now as you go to your local shows.

Since summer is here, it's the best time for our local chapter members to actively fly around their local areas on the lookout for new Falcons and prospective new members. Invite folks to join you in some of your local events with our great Ford cars, trucks and vans. Good fellowship is really unbeatable and a great way of recruiting too. Don't forget to hand out some of your FCA business cards, tell them about our website, or even pass along older copies of our FCA magazines, if available.

Just a quick note about our electronic age. Please keep in mind when you use electronic communications, that just because you send something does not always insure that it gets to everyone you sent it to. Also, keep in mind that all our officers try to handle and respond to messages in a timely manner. They are, after all, volunteers or part-time paid help, which means it may take a little while before you get a response.

For those Falcons migrating to this summer's Winter Park Nationals please be careful and stay safe. I do recommend group traveling in caravans to National or Regional events as it can be lots of fun and it truly builds a sense of family among FCA members. You might make new friends, too.

Speaking of the Winter Park National Meet, time is running short, so be sure to get your registration for the meet made ASAP. A reminder to all who attend—our Business Meeting we will select new officers. President (one-year term), Vice President (one-year term), and a Board Member (five-year term) will be elected. If you are interested in any of these positions, ask me or any current officer for more information.

Just a reminder that the password for our protected portion of our website has changed and hopefully most of you will find it easier to remember and use. I would once again like to thank our great Internet staff on updating and maintaining our electronic image via our website and social media Facebook page. Please remember to tell them personally if you get a chance.

Take care and remember that each day is definitely a “present from above.” *May God Bless Us, One and All!* I hope you've had a beautiful springtime and are really enjoying a good transition into the summer of 2019. Enjoy flyin' those birds safely down our highways again this year.

—Cliff McKay (FCA #7987)
Peck, Kansas

Come experience the beauty of the Great Smoky Mountains and the fun and fellowship of a Falcon Club Regional.



AN INVITATION TO THE SMOKY MOUNTAIN REGIONAL

The Tennessee Valley Chapter would like to invite y'all to bring your Falcons to the beautiful Smoky Mountains again for our FCA Regional on October 4th and 5th. This year the show will be back at the Talley-Ho Inn in Townsend, Tennessee where we had the 2015 Regional. The rooms there fill quickly so we have overflow rooms reserved at the Highland Manor Inn nearby.

Townsend, adjacent to Cades Cove and the Little River region of the Great Smoky Mountains National Park, is a quiet and scenic village. Known as "The Peaceful Side of the Smokies," the Townsend area with its abundance of outdoor activities, accommodations and craft shops provides an ideal vacation getaway. It is a perfect destination for visits to Cades Cove, Tuckaleechee Caverns and other attractions in the Smokies. Did you know that the Smoky Mountains Park has the largest numbers of visitors of all the National Parks?

Townsend has the least traffic of the three main entrances to the National Park and is a great place to visit. It has many recreational and sight-seeing opportunities of its own. This enchanting community has an interesting history in addition to the shops and shows of nearby Gatlinburg, Pigeon Forge, and more commercialized areas of the Smokies. In 2015 a few brave souls dared to drive their Falcons on the famous "Tail of the Dragon" in the rain. With 318 curves in 11 miles, it is considered America's number one motorcycle and sports car road (<https://tailofthedragon.com/details/>).

Talley Ho Inn is the oldest establishment among Townsend hotels, motels, cabins and resorts. It is a popular location for car club shows, with ample parking for the show cars and trailers. The adjoining Carriage House Restaurant menu offers breakfast, lunch and dinner. It offers a buffet or you can order from the varied menu, including its famous Chicken Pot Pie. Discounts are included for Falcon Car Show participants.

A group of us will also be staying on in the area and caravanning to Mississippi to take part in the 23rd Annual Cruisin' the Coast. We all stay at the same hotel and travel as a group each day to the different venues along the Gulf Coast. This Falcon Flock has grown larger each year, and we would love to have y'all join us to make it a full week of Falcon Fun!

More information and registration form at www.TNFalcons.com.

TENNESSEE VALLEY FALCONS



SMOKY MOUNTAIN REGIONAL
TOWNSEND, TENNESSEE
OCTOBER 4-5, 2019



CHAPTERS BY REGION

MOUNTAIN REGION

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur Rd.
Flagstaff, AZ 85014
928-527-1056
lpfgreg@yahoo.com
Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Kent Whisenand
7190 W. 24th Place
Lakewood, CO 80214
720-480-4910
kw65falcon@gmail.com
Meet third Friday monthly, 303-857-9360

NORTH CENTRAL REGION

Regional Director Jack Ellis
17860 168th St., Basehor, KS 66007
816-806-1806

BEEF STATE CHAPTER

Rodney Gerdes
807 Elmhurst Dr., Papillion, NE 68046
402-306-2507; grdd@hotmail.com
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER ST. LOUIS, MISSOURI

Rich Albert
1805 Main Drive
High Ridge, MO 63049
636-677-4670; rfalbert@msn.com
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821; falcontom@hotmail.com
Meeting TBA

RAPTOR CHAPTER

Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948; falcon1965@gmail.com
Meeting TBA

MID AMERICA CHAPTER KANSAS CITY

Jim Boyer
816-806-5102; jlbmac357@gmail.com
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER WICHITA, KANSAS

Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495; slifkocj@hotmail.com
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER

Gordon Leslie
18810 Dale Ave.
Allen Park, MI 48101
734-225-1067; gogofalcon64@att.net
Meet first Sunday bi-monthly, Southgate Holiday Inn, 17201
Northline Road, Southgate, MI 48195

NORTH EASTERN REGION

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

ERIE CANAL CHAPTER, AURORA, NEW YORK

Mike Barren
1310 E Blood Rd., Cowlesville, NY 14037
585-652-5985;
Meetings TBA

HOOSIER CHAPTER GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580; dpbranco@aol.com
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054
215-234-8833; j.wied@hotmail.com
Meetings TBA

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes, 245 S. Main St.
Coventry, RI 02816
401-823-1059; falconsprint@aol.com
Meet third Saturday monthly; check website
for location and time.

OHIO VALLEY CHAPTER TRENTON, OHIO

John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799; falconwagon62@yahoo.com
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234; al.inglis@symbatco.ca
Meetings TBA

PACIFIC REGION

Regional Director Monte Brachmann
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403; falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar-Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia, Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
624 Rocky Road, Ellensburg, WA 98926
509-929-3790; gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for meeting info.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street, Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly Jan-Nov
Go to rainierfalcons.com for more information.

RIVER CITY FALCONS CHAPTER SACRAMENTO, CALIFORNIA

John Roman
910 Cottonwood Street
Woodland, CA 95695
530-383-4734

Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS FOR FUN CHAPTER, SANTA ROSA, CALIFORNIA

Charlie Snyder
3794 Selvage Rd., Santa Rosa, CA 95401
650-219-2273; chwesny@aol.com
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue, Simi Valley, CA 93063
805-583-4403; patrick614@rocketmail.com
Meet second Sunday of even numbered months, Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

SOUTH CENTRAL REGION

Regional Director **Mike Sigler**
14475 S Big Hill Rd., Gulfport, MS
228-596-9160
mikesiglerfalcon@gmail.com

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488
cary_loupe@thenewtroungroup.com

FOUNDERS CHAPTER

CABOT, ARKANSAS

Sandy Weir
131 Ballard Road, Cabot, AR 72023
501-628-2898; sandy.weir@gmail.com
Meet second Saturday monthly; 501-605-1370

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road, Gulfport, MS 39503
228-596-9160; mikesiglerfalcon@gmail.com
Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Larry Blum
7801 Nokomis Rd., McDavid, FL 32568
850-207-0183; lwblumjr@juno.com
Meetings TBA

SOUTH EASTERN REGION

Regional Director **Dave Wagner**
7111 Wolftever Landing Dr., Harrison, TN
423-243-3525
65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

James Baxter
3591 Ritchie Rd., Lincolnton, NC 28092
704-736-1920; info@baxtersigns.com
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER CAMDEN, DELAWARE

Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475; twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Chuck Beason
2855 Armadillo Trail, Titusville, FL 32780
321-383-1955; crbeason@cfl.rr.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

David Wagner
7111 Wolftever Landing Dr.
Harrison, TN 37341
423-243-3525; 65Sprint@Baldwinpines.com
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com; 804-561-0495
Meet second Sunday of March, June, September,
December. See website for locations.

SOUTH WESTERN REGION

Regional Director **Todd Gaudin**
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293; georgia.hicks@sbcglobal.net
Meet second Sunday monthly at the
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS

Kevin Bice
702 Barton Blvd., Austin, Texas 78704
hub@capitalcityfalcons.com
512-879-1653; hub@capitalcityfalcons.com
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy
307 W. Locust, Whitewright, TX 75491
940-300-3788
ryan_murphy_1981@yahoo.com
Meet second Saturdays of even months only.

NORTHEAST TEXAS CHAPTER

Currently Inactive. For Club information,
contact Regional Director Todd Gaudin
281-467-4607; toddgaudin@yahoo.com

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607; toddgaudin@yahoo.com
Check thirdcoastchapter.com or call to verify.

If you are interested in starting a new chapter or re-starting an inactive chapter, please contact Mary Wagner, FCA Chapter Coordinator at fcamary@baldwinpines.com or the Regional Director listed for your area. They will help you start to create your own Falcon Family.

CALENDAR OF EVENTS

FCA NATIONAL MEET JULY 11-13, 2019 WINTER PARK, COLORADO

Hosted by Mile Hi Chapter



If you would like for your event to be included in our magazine's Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to us at fca.editor@yahoo.com and admin@falconclub.com.

UPCOMING REGIONALS AUGUST 16-17, 2019 NORTHEAST REGIONAL WARWICK, RHODE ISLAND

Hosted by Northeast Chapter

SEPTEMBER 6-7, 2019 MASON/DIXON GETTYSBURG REGIONAL EMMITSBURG, MARYLAND

Hosted by Mason/Dixon Chapter

OCTOBER 3-6, 2019 SMOKEY MOUNTAIN REGIONAL TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Chapter

OCTOBER 19, 2019 PACIFIC REGIONAL SANTA CRUZ, CALIFORNIA

Hosted by Monterey Bay Chapter
www.falconroundup.com

Restore YOUR Ford

1932-96 Pickup
1932-72 Car

\$99.00 Purchase or Less ships \$9.99 | \$100.00 or More Purchase ships \$14.99

Restores Suspension Stability	Restores Steering Column To Like New Appearance	Restores Door Lock Security	Restores Weather Resistance
Upper Control Arm Shaft Kit Fits 1961-65 Falcon. LH or RH C3DZ-3047-A. \$30.00 each	Steering Wheel. Original 17" dia. (black only) Fits 1960-63 Falcons C3DZ-3600-A. \$225.00 each	Matched Pair Door Lock Cylinders with Key Fits 1960-63 Falcon B7A-7021984-PR. \$40.00 pair	Door Seal Set. Does Both Doors Fits 1963-65 Falcon 2 dr hardtop or convertible. C3DZ-7620530-PR. \$100.00 set

FREE
catalogs →

ORDER PARTS
1-800-476-9653 →

WWW
dennis-carpenter.com

1932-1948 Ford Car / Merc 1960-1972 Galaxie / LTD 1932-1947 Ford Pickup 1980-1996 Ford Pickup
1949-1951 Ford Car / Merc 1960-72 Falcon / Fairlane 1948-1956 Ford Pickup 1966-1996 Ford Bronco
1952-1959 Ford /Edsel / Merc includes 1960-70 Comet 1957-1966 Ford Pickup 1939-1964 Ford Tractor
1955-1979 Thunderbird 1960-79 Ranchero / 1968-71 Torino 1967-1979 Ford Pickup 1936-1965 Cushman Scooter

Parts Assistance 704.786.8139 Open Mon-Fri 8am to 5pm Sat 9am to 12 (Eastern) Email: info@dennis-carpenter.com 4140 Concord Parkway S., Concord, NC 28027

ALL NEW
WEB SITE



FCA National Meet July 11–13, 2019 Winter Park, Colorado

ARE YOU COLO-READY?

The 40th Falcon Club of America Annual National Meet will be held July 11–13, 2019 at the Vintage Hotel, Winter Park Colorado. Celebrating 40 years of the Falcon Club of America and brought to you by the Mile-Hi Chapter of the FCA.

Why not add a few more days to your vacation? It would give you the opportunity to see some of the sights on your way to Winter Park.

Gatha Hammond and Janice Cody Brown of the Mile Hi Chapter have compiled some suggestions of things to “see and do” on your trip to the 2019 Falcon Club of America Meet. You are sure to find something on this list that will interest you.

Register online at falconclub.com

THINGS TO SEE AND DO ON YOUR TRIP TO THE 2019 NATIONAL MEET

DENVER AREA	Denver Zoo	2300 Steel St., Denver
	Museum of Nature and Science	2001 Colorado Blvd., Denver
	Denver Mint	320 W. Colfax, Denver
	Colorado History Center	1200 N. Broadway, Denver
	Molly Brown House	1340 Pennsylvania St., Denver
	Forney Museum of Transportation	4303 Brighton Blvd., Denver
	Red Rocks Amphitheatre	18300 W Alameda Pkwy, Morrison
	Buffalo Bill Cody Grave and Museum	987 1/2 Lookout Mountain Rd, Golden
	Argo Mill and Tunnel	2350 Riverside Dr., Idaho Springs
	Central City and Blackhawk Casinos	Central City and Blackhawk
	Hidee Gold Mine Tours and Panning	1950 Hidee Mine Rd, Central City
	Cripple Creek and Victor Narrow Gauge Railroad	520 E Carr Ave, Cripple Creek
	Georgetown Loop Railroad	646 Loop Dr., Georgetown
BOULDER AREA	Celestial Seasonings Tour	4600 Sleepytime Dr, Boulder
	Shelby American Collection	5020 Chaparral Ct, Boulder
	Clive Cussler Museum	14959 W 69th Ave, Arvada
GOLDEN AREA	Rocky Mountain Quilt Museum	200 Violet St #140, Golden
	Coors Brewery	13th St & Ford Street, Golden
FORT COLLINS AREA	Budweiser Brewery	2351 Busch Dr., Fort Collins

INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

EXCELLENT CUSTOMER SERVICE

AGREED VALUE COVERAGE

EASE OF DOING BUSINESS



**DRIVE THROUGH TIME
WITH PEACE OF MIND™**



WWW.JCTAYLOR.COM

1-888-ANTIQUE



facebook.com/jctaylorinsurance

TECH TIP

Quick Guide to Vacuum Gauge Readings

By David Fuller, Managing Editor
onallcylinders.com

A vacuum gauge is an invaluable resource for tracking down engine issues. The key is understanding what your gauge is trying to tell you. We've put together this quick-guide to reading your vacuum gauge to help you identify potential mechanical or tuning issues more quickly. We've seen this topic covered before, but it's information worth repeating, keeping—and even bookmarking.

To get started you'll need to hook your vacuum gauge to an intake manifold vacuum source. You can hook a tee-fitting into an existing vacuum source or pull a line, such as one that leads to your transmission. Check to make sure all vacuum hoses are connected and not leaking. Intake manifold vacuum is a key indicator of engine performance.

By measuring vacuum under different engine loads and conditions, you can track down problems within your engine and make the necessary adjustments or repairs. The key is having a reliable engine vacuum gauge and then knowing how to read it properly.

We've said it before, but an engine vacuum gauge is an extremely valuable tool. It's so valuable, in fact, that OnAllCylinders contributor Lori Sams put together this visual cheat sheet to help you understand common gauge readings.

Worn piston rings? Bad head gasket?

Find out what your vacuum gauge is trying to tell you on the chart on the next page.

Vacuum Gauge Readings

for Motor tune-ups

Black = steady needle Gray = fluctuating needle

Normal Motor



Needle steady between 17 and 21

Normal Motor



Opening and closing throttle rapidly.
Rings and valves are OK.

Poor Rings or Oil



Needle steady but lower than normal.

Poor Rings or Oil



Opening and closing throttle rapidly.
Needle pulls down to zero.

Sticky Valve



Needle drops occasionally about 4 divisions

Burnt Valve



Needle drops regularly several divisions

Leaky Valve



Needle drops 2 or more divisions when valve should close

Loose Valve Guides



Fast vibration of needle between 14 and 19

Weak Valve Guides



Motor racing, needle registers 10 to 22. Wider variations as speed is increased.

Late Valve Timing



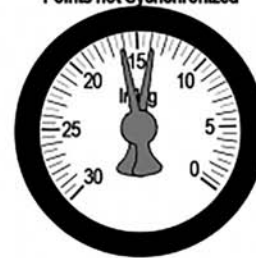
Needle reads from 8 to 15 and remains steady

Late Ignition Timing



Needle reads from 14 to 17 and remains steady

Plug Gaps too Close or Points not Synchronized



Needle floats slowly between 14 - 16

Leaky Intake or Carburetor Gasket



Needle reads below 5

Leaky Head Gasket Between Cylinders



Needle floats regularly between 5 and 19

Choked Muffler



High reading at first
Breaks to 0 and builds back slowly around 16

Carburetor out of Adjustment



Needle floats slowly between 13 and 17



Photo Credit: StraussPeytonKC.com

The Art of a Professional Photo Shoot

WE are all proud of our Falcons. I have always dreamed of having professional photos taken of our car and just seems like something that never was done. I'm sure I'm not alone. I have a great picture on my wall from the Falcon Nationals in Indianapolis when we had the chance to get a photo taken crossing the finish line at the Speedway. While it is a great picture, I knew there was more beauty to be captured.

When my daughter Maggy graduated from high school, she wanted the Falcon included in her senior picture. I was thrilled and they turned out great but, as is appropriate, the focus was on her.

I always envisioned a professional photo shoot with our Falcon as the star and that finally happened. I'm sure many of you have as well, but I thought others might be interested in learning about our wonderful experience and hopefully it might encourage others to do it as well.

For us it started with getting a family portrait taken. My wife, Pam, had been pressing me to do it. We met

and worked with Jonathon and Kaela Braswell at Strauss Peyton in Kansas City. I think this is where the story really starts. We went in without intention to have pictures taken of the Falcon. Serendipitously, it was a nice fall day and we decided to drive the Falcon to look at the proofs of our family portrait. Jonathon came in talking about the Falcon outside and how he would love to shoot it. He didn't even know it was ours. He showed us some other photos of cars and airplanes they had taken for clients. They were fantastic and I began to dream that maybe I could get iconic Strauss Peyton to actually photograph our car. I explained to him that not only was the Falcon ours but I also fly as a hobby and own a Piper Archer II. I told him I had always wanted to have professional photos taken and even had the perfect place in mind.

I have always loved the beautiful and unique sight line from the Kansas City Downtown Airport looking back at the city. From this one spot you could pick up

the Buck O'Neil Bridge (a hero of mine) and the city skyline from a perspective many don't get to experience. Jonathon and Kaela loved the idea.

I set it up with the airport and flew the plane in the day prior. We dolled up the Falcon as best we could and took it over the next evening.

Little did we understand the complexity of this professional photo shoot. Once the models were set into place, Strauss Peyton worked as team to take hundreds of photos over five plus hours. They intentionally planned to take photos from daylight, into twilight and through the evening. Candidly, I think if the airport had known what I was asking for they wouldn't have agreed. They kept asking how much longer but they were great, understanding and I think genuinely intrigued with our project. Luckily the pilots were nice about working around us on the ramp at the airport. This was a once in a lifetime opportunity. Strauss Peyton hand lit each panel of N4766F and the Falcon and then subsequently used digital and computer technology to overlay each image to create the final work of art. They explained that just a few years ago the technology didn't even exist to create this picture in this way. The result far exceeded our expectations. It truly is a piece of art and a lovely conversation piece in our home.

While people may not generally go to this extreme to take pictures of their car, I hope that our story might inspire another club member to do the same. These cars become part of the family and for most of us are with us for a long time. My children have grown up with our Falcon going to car shows and just going for family drives with the top down. Why wouldn't you want awesome photos of something so important in your life.

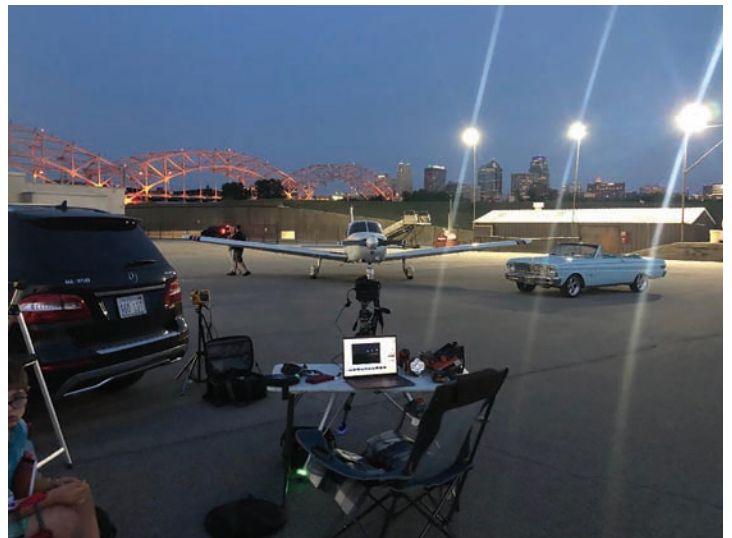
Summer is coming here in the Midwest. What better time to find that special place where you live to capture beautiful pictures of your Falcon. Detail your Falcon up this year and go for it.

Our car is a 1964 Ford Falcon Sprint convertible. It is lightly modified in the engine, transmission, and with added front disc brakes. The engine is a 302 and transmission is an automatic AOD. She was finished in 2006 over a 10 year period by myself and my dad, Al Crawford. The color is Skylight Blue and has the two-tone light and medium blue vinyl upholstery. It came off the assembly line in Lorain, Ohio on November 30, 1963 with a total model production that year of 3,652. The airplane is a 1976 Piper Archer II

and features a red, white and blue color scheme that always reminds me of our country's bicentennial. The location is the south east ramp at the Charles B. Wheeler Airport in Downtown Kansas City at Signature Flight Support. It is also the location of the TWA museum.

The photograph is from Strauss Peyton and you can see their other work at StraussPeytonKC.com. I thank Jonathon and Kaela Braswell for sharing the image digitally so I could submit it to the magazine.

—Rod Crawford (FCA #10561)
Leawood, Kansas



The photos above are amateur iphone photos taken during the shoot to give you a flavor for the complexity and details that went into that one spectacular photograph.

FALCONS FOR SALE

1965 C-code Deluxe Ranchero. Texas rust-free and very straight body and bed. Correct bucket seats and console. Re-chromed bumpers, dash plastic. Was C-4; now correct toploader four-speed w/metal floor hump. New aluminum radiator, original export brace. Standard bore 289 block and crank, your choice of heads. Much more. Call. \$4,000. Mike Durhan, 205-647-3703. AL. 190419

1965 Futura convertible, 200/C-4, older restoration, but looks good, rides great: Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser; \$12,995. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group plus the "M" gas cap. \$3,495. 1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1962 Falcon Sedan Delivery project, RARE; later model 200, "big" 3.03 three-speed with floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door Sedan; Flathead V8, overdrive, rewired, re-chromed grille, lots of recent work, runs/drives good, needs paint/body work, some mechanical \$6,995 OBO. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 190624

1965 Sprint, \$1000. 1964 Sprint convertible with salvage title, \$750. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501; cell 636-357-8522; email jlwbranson@mail.win.org. 190607



1964 Sprint convertible, original black plate California car with 37,000 miles. Wimbledon White with black interior. Two-time FCA National Class Winner. "My Classic Car" showcase car highlighted it on national television for an entire season. Voluminous FCA Regional, "Hot August Nights" and local judged car show wins. Total restoration including rebuilt engine and automatic transmission, disc brake conversion, complete

NOS interior, dash and top. All dash "plastic chrome" redone. Original wood grained steering wheel in perfect condition. All aluminum trim re-anodized and polished. Four row radiator and flex fan. Perfect 14" wire wheel covers. Bumpers, grille, and rear trunk panel all show quality. One of the nicest and original 1964 Sprint convertibles in existence. Located in California and offered at \$32,500. Call 530 913-3705 for more info.

190408



1964 Falcon two-door coupe, red and white, 289 V8, C4 automatic. Fresh paint, engine, and transmission. New red interior, dual exhaust, radiator, windshield, etc. Less than 500 miles since most work was completed. \$8,000 OBO. Cliff McKay, hiflyer@sktc.net, 316-777-5032. KS. 190419



1963 Falcon Futura convertible, 289 V8 Engine, C-4 transmission rebuilt. Sprint options, Granada front disc brakes, original bucket seats, New gas tank, fuel pump, electronic ignition, Edelbrock four-barrel, new top, Crager five-lug wheels, Raven black with red interior, \$23,000. Farrell Woods, 801 791-0764, leave message. UT. 190613

1963 Falcon Futura convertible, six-cylinder, 144, four-speed older restoration, 75,000 miles. Asking \$7,500. Pictures on request. Call Donald at 732-557-0886. NJ.

190423



1963 Falcon Ranchero, Teal and Pearl, custom airbrushed paint, inside and out. Airbrushed mural on aluminum Tonneau cover, 302 V8, C4 auto, dual exhaust, buckets and console. Chrome Ford GT wheels, Dolphin gauges in Billet aluminum cluster, excellent mechanicals and very solid body. Other pictures available. \$17,900. Call Barry, 585-889-4259, Halfpete@Rochester.RR.com. NY. 190430



Rare classic 1962 Ford Falcon two-door Station Wagon Street Rod. Rust-free Colorado car with new paint inside and outside, new headliner, carpet, radio, upholstery, five-lug wheels, V8, Hurst floor shifter. Re-chromed bumpers, runs great, all glass is good. More pictures on Craigs List Minneapolis. \$16,500 OBO. Cash or bank transfer only. Ron, 612-719-3060 or ron.lofgren@yahoo.com. MN. 180610



1962 rare two-door standard station wagon, Rangoon Red. Complete project car runs, but is not drivable. Front end has collision damage; replacement parts included. The 200 six cylinder, three-speed smokes. Bed floor and rear frame extensions are rusted. Floor pans have been replaced. Has many new and rebuilt parts. Includes a nearly rust-free 1963 four-door station wagon parts car. \$3,995 OBO. Randy, 307-221-6040 or wyomingfox@bresnan.net. WY. 190425

I am selling my 1961 Falcon Ranchero. It is painted Wimbledon White, sporting red interior with newly upholstered tuck and roll Mustang bucket seats, and Futura/Sprint door panels and console. It is powered by a Pro built 302cid, V8 with dual exhaust and a Center Force clutch, Tremek five-speed trans and Ford 9" limited slip rear end. This Ranchero is dependable, fun to drive and runs strong with a throaty exhaust note! I am asking \$18,500 OBO. Please call Michael Weaver, 831-236-9793 or email michaelweaver47@gmail.com with any questions or offers. Monterey, CA. 190422

1960 Ranchero, Flat Black, lots of chrome, 200 ci, C4 auto. New or rebuilt everything, alt. conversion, good condition, no rust, needs finishing. Asking \$3,500 OBO. Pictures on request. Len Fierling, 503-630-7547, fierles77@gmail.com OR. 190599

PARTS FOR SALE

Used Performance radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$125; Ring and Pinion Gear Set for 8.7 Ford Rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Original 86-93 Ford Aluminum Manual Trans Bell Housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational, \$80. 12 volt small-block starter, stock style, came from manual transmission T5 vehicle restored in 2006, used occasionally for recreation use only, \$35. Items worked fine when pulled from vehicle; photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 190423

1960-1965 Falcon and Comet radios, good looking, tested and working, \$150-\$225 each. 1960-66 Falcon seat belts, OEM and aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. Four-lug 14" wheels, \$50 each, set of five, \$200. Four-lug 13" wheels \$25 each, or five for \$100. Five-lug 13" wheels, \$60 each or four for \$220. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175-\$550 set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition, \$175-\$550, set of four. 1960-61 grilles: driver quality to NOS, \$75-\$350. Dagenham four-speed bellhousing/clutch fork, \$100; Two Dagenham shifter boxes: one lightly used, \$250, one NOS, \$425; T-10 four-speed, complete, buildable, narrow pattern \$495 with complete shifter and trans. mount, \$695; with pedals,

—Continued on page 18

Two-Timer

By Greg DuVal



When I unwrapped the car, flaws in the paint work were pretty visible. There was no clear coat on the lower places. Joe had now closed his shop and was broke. It was obvious that the paint work done by Joe would have to be redone. I would need to start from scratch. My car was now going to become a “Two-Timer.”



half of the body and the paint was obviously thin in a few
ve to be completed stripped off. Basically, the restoration

MY story begins seven years ago when I bought a 1965 Falcon two-door sedan from a guy named Scott. The car was originally a six-cylinder car with a manual three-speed transmission and a column shift. Someone had moved the shifter to the floor—before Scott was the owner.

Scott was going to restore the car to its original condition, but his wife wanted the garage space the car was occupying. So, he sold the car to me when my wife said I should buy it for her. The car had sat for many years and was in need of a full restoration. My plan was to convert the car to a V8 version with a four-speed transmission.

The project got underway. I started tearing the car apart. The car went to a paint shop where I had work done before. The owner Joe was having health problems and was going to retire. This was his last project before he closed the doors to his shop. I went to his shop and helped with the restoration. I rebuilt the suspension trying to convert the four-lug suspension to a five-lug V8 suspension. I put in a narrow nine-inch Ford rear end in with new leaf springs. Old skinny tires were put on to move the car around.

While the body work was being done, the engine was built by C & T Engine in Orem, Utah. The engine is a 302 stroked to a 331. Other performance parts were put in, including a wilder cam and Brodix heads. On the Dyno, the engine produced 448 horses and 406 ft. lbs. torque. The transmission bought for the car is an era correct four-speed top loader from David Kee Toploaders.

As the work was progressing, I wrote an article that was in our club magazine to show the “work-in-progress” car. Several club members offered some good thoughts as I planned the next steps towards completion.

When the paint job was complete, Joe sent the car back to me wrapped in plastic as winter weather was setting in. I put the car in the shop where it sat for a few weeks. During this time Joe closed his doors and went out of business.

When I unwrapped the car, flaws in the paint work were pretty visible. There was no clear coat on the lower half of the body and the paint was obviously thin in a few places. Joe had now closed his shop and was broke. There was no way he would be able to make things right, whether it would be to fix the body and paint work or financially reimburse me for what would be needed to make it right. I was mad and frustrated so I let the car sit for a few years while I made my plans on what to do.

Continued on page 20

CLASSIFIED ADVERTISING

—Continued from page 15

four-speed column, bellhousing, starter and clutch, \$1195. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror with matching NOS right side mirror, \$495. "Driver" quality grilles: 1962, 1964-66, 1968-70 \$100-\$300, depending on condition. 1960-61 Comet dash clusters, nice condition, two to choose from, \$195 each; 1966-70 NOS cigarette lighter elements, four, \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only) and \$100-\$300 each, three tailgates, \$200 to \$500 each, stick shift pedal assemblies \$250, three rear bumpers, OK driver quality to good cores, \$150 to \$300; '66 Ranch rear bumper brackets, \$125 a pair; cowl grille covers, \$75 each; lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net, 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 190624

Nice 1965 Mercury Caliente grille, 1964-65 taillights, some with backup lights, chrome for 1964-65 Falcons. Doors, fenders, hoods, trunk lids. Rear curved glass for station wagons. Fan blades, pulleys, inner and outer windshield chrome for 1963-64-65 Futura and Sprint hardtops. Vent windows with chrome for 1963-64-65. Lots more. Bob 806-683-3550 TX. 190699

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA. 190418

Many parts for 1960-65 Falcons including rear curved glass for station wagon, doors, fenders, hoods, trunk lids, chrome, windows. Nice 1965 Mercury Caliente grille and rear windows, inner and outer windshield chrome, vent windows with chrome. Full set of chrome for 1965 hardtop, also '64, also Ranchero and station wagon. Taillights with back-up for 1963-65, also without. Will sell entire stock or individually because of age. Bob, 806-683-3550. TX. 190499

ALL NOS parts: C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F exhaust hanger, \$50. C0DZ-1126-B rear brake drum, \$130. C0DF-12370-A Autolite vacuum control, \$36. C0DF-13304-A turn signal plate, \$30. C0DZ-9155-A Autolite FG-4 gas filter, \$15. C0DZ-3047-A upper control arm shaft kit, \$65. C0DZ-3350-B steering arm and bushing \$95. C0DZ-3049-A upper ball joint spindle support, \$65. C0DZ-2128-A wheel cylinder repair kit, \$5. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190605

All NOS. C2DZ-10883-A temperature gauge, \$65. C2DZ-17696-A outside mirror, \$100. C6DZ-6243507-B glove compartment push lock, \$40. C4DZ-6206081-A glove compartment lock with keys; fits 1964-65 Falcon, Mustang, \$65. C2DZ-9155-A fuel filter, \$25. Airtex water pump AW810, C6DZ-8501-A, \$45. C6DZ-18578-A heater switch, \$60. C0DF-13566-B rear license lamp and socket, \$50. All parts prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 190503

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,699. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962/1963 NOS Falcon cowl top, \$199. 1964 NOS Falcon back-up lamp kit, Part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, Part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, Part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. NOS: 1964/1965 Falcon Sprint 14" spoke spinner wheel covers, \$500. 1963/1964/1965 Falcon Sprint California air cleaner w/ PVC tube on the top, \$399. 1963/1964/1965 Falcon Sprint air cleaner, \$135. 1963/1964 Falcon/Comet T-10 four-speed, \$695. 1963/1964 Falcon/Comet five-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963/1964/1965 Falcon/Comet, top loader shifter box w/linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cylinder valve cover, black or red powder coated, \$125. 1963 Falcon front fender spears, has pits, \$100. 1963 Falcon front fender spears, very few pits, \$150. 1963 Falcon hood scoop, new chrome, \$145. NOS 1963 Falcon/Comet cowl top, \$175. 1964/1965 Falcon taillight buckets, good used condition, \$40. Rare Valvoline bench mat w/a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964/1965 Falcon/Comet console bracket (reproduction) \$125. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190499

The following are from an original '64 Fairlane 260, good used condition: air cleaner and snorkel, missing original center lid, very minor surface rust, can be refinished, (optional aftermarket chrome lid available for additional \$5; minor surface rust), fits Autolite 2100 2V and 4100 4V carburetors, \$30. Autolite 2100 1.01 C4OF-AK Carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Pair exhaust manifolds with surface rust, driver side has broken and missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove \$20. Four-blade radiator fan C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole ¾" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be

Ford part number C2OZ-8546-D, \$65. Generator assembly C2OE-10039, unrestored and untested, includes generator core, flexible shield and brackets \$180. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com. NJ. 190503

1966-67 front bumper cores \$125, bumper brackets, \$125 pair, rock shields/valance/bumper pan, \$125 ea. 1968-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggs garage.com. CO. 190624

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75, doors, \$75; grilles, \$150 to \$800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts for \$25,000 or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522; email jlwbranson@mail.win.org. 190607

PARTS WANTED

Rear bumper, brackets and bolts for a 1966 Econoline Pickup. Bill Vancos, Rhineland, WI; 715-360-0400 or bvancos@yahoo.com. 190607

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln., St. Louis MO. 63128-1416. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO 190607

Falcon 289 HiPo Exhaust Manifolds, 1965 Falcon Wagon S.S. Roof Mouldings. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190406

1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190402

MISCELLANEOUS FOR SALE

In early 1960s I worked for the Ford International Co. I have come upon a pocket lighter made by Rosen, Japan. It has the red and gold Ford Falcon bird on one side and on back says "overseas distributors and export supply operations Ford International Ford Motor Company." If this is of interest to you, contact dhpoverman@gmail.com. 180611

1961 Falcon dealer brochure available in Ford Showrooms during new car introductions, plus a 1961 Reader's Digest color pull out of all new 1961 Ford models, equipment and prices. Pristine condition. \$25 for both plus postage. J. McAlister, Livingston, AL hstforever@yahoo.com. 180400

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70, \$59.95 each. 1963 Owners Manual, \$14.95. Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book, 1960-70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 180599

WHERE IS MY AD?

Please re-submit your classified ad each month if you would like it to continue to run.



**Go to
FALCONCLUB.COM
for events and
technical articles.**

**Use password FCA1979!
to access technical articles
and membership directory.**

Two-Timer

—Continued from page 17

Finally, I started to assemble the car. The engine and transmission were put in. The stance with the new suspension parts for a V8 car didn't look right even with the weight from the engine and transmission added to the front of the car.

I picked up a set of wheels and tires off a Mustang from another friend. When I put the tires on, the right rear wheel rubbed against the wheel well while the left side had enough clearance. I measured the rear-end to make sure the leaf spring brackets were spaced correctly. That wasn't the problem.

A new car restoration shop had opened in the area, so I had the owner Joey stop by to look at things. He found the right rear fender had been hit many years ago. The repairs done then did not correct the fender shape to its original shape. Joe had missed this when he did the earlier body and paint work. The fender would need to be pushed out to fix the clearance problem. The paint flaws would need to be

corrected anyway so the car would need to go back to the body shop sometime.

I wasn't happy with the front and rear suspension either. There was limited space to put in larger rear tires to handle the engine's horsepower. The front suspension wasn't correct either. I was looking to modify the suspension and basically start over on building this car from the ground up. All this was going to take time and cost money. I let the car sit again while I made plans on how to fix the car right and save up the funds to move forward.

Researching suspension modifications led me to TCI (Total Cost Involved). They have designed a bolt-in four-link rear suspension that looked incredible. Their front suspension package is a independent front suspension with coil over shocks with rack and pinion steering. The front suspension package would require removing the original suspension and shock towers which would create more engine bay space. The assembly involved mostly "bolt-in" and welding in a new cross member. The new upper and lower control arms are bolted to the cross member along with the shocks.

After more research and speaking with Mario in their Sales Department, I decided to do the complete front



and rear package along with larger brakes. The suspension package came with detailed instructions on what to remove and how to install the new components.

At the same time, I was speaking with Joey at U.S. Street Rods who had found the right rear fender problem. Since there would be some welding in the front suspension installation, I asked him to install the entire front and rear package. His employee Sam has a 1964 Falcon Sprint that has been sitting in his garage for the last 10 years that he was planning on freshening up. Sam asked to be the builder on my project as he was interested in what I was doing with mine. I ordered the parts from TCI and had them shipped to U.S. Street Rods. I pulled the engine, transmission, and what parts I could to make it easier for the work to be done by Sam. The car then went to U.S. Street Rods.

With paint being part of the project, U.S. Street Rods started removing the necessary parts for the paint repair. When the trunk lock housing was removed, a large piece of paint peeled off like a vinyl sticker on glass. Joey called me to come down and take a look. We both started peeling back more paint from the trunk with ease. It was obvious that the past paint work done by Joe would have to be completed stripped off. Basically, the restoration would need

to be redone starting from scratch. My car was now going to become a "Two-Timer."

U.S. Street Rods went to work. Sam installed the front and rear suspension. He got so excited while doing the work that he bought the same suspension package for his car.

The old paint was stripped off and the car repainted. When the car came out of the paint booth, it looked nearly perfect. A new headliner was installed by Esteban of A & E Auto Definition so the front and rear glass could be put in before the car left the shop. New wheels and rims were put on at the same time. Joey told me to take the car back to my garage and finish putting it together before he polished it.

The engine and transmission went in nicely. With the old shock towers gone, there was so much more engine room for the engine and the headers. All the drive line parts went in easily.

The car originally came with a front bench seat. I had been looking for bucket seats to go along with the four-speed transmission but hadn't ever found any. When any bucket seats were advertised in our magazine, they were gone before I could even call the seller.

Continued on page 24



1966 FORD RANCHERO

In the 1966 model year, the popularity of the Ranchero and the fading popularity of the Falcon caused Ford to withdraw the Ranchero model from the Falcon line. Ford dropped the Falcon name from the car as they began to phase it into the Fairline line. In almost all ways, Ranchero was divorced from Falcon. There were exceptions; the front end sheet metal and trim was clearly Falcon.

The 1966 version was built on a longer wheelbase—111" versus the 1965 model's 109.5" and overall it had grown longer, wider, and heavier. Its load carrying capacity was now up to 1,250 pounds against 1,000 in 1965).

Two models were offered. The Standard had a heater-defroster; bright horn ring; padded dash and visors; seat belts; inside rear view mirror and windshield wiper/washers; emergency flashers; cigarette lighter; dome light; and arm rests.

The Custom Ranchero had the Standard features plus color-keyed carpets; deluxe instrument panel trim; Deluxe door panels and a rear vinyl-covered trim panel. Optional Visibility, Courtesy Light and Seat Packages—bucket seats with or without center console were also available on the Custom model.

Some of the popular options included the 200 cubic inch six, the 2V 289 V8 or the 4V 289 V8; Cruise-O-Matic or manual four-speed transmissions; SelectAire Conditioning; back up lights; push-button radio; and tinted glass.



\$2,246*

But you'd never guess it. Outside and in, Ranchero has that expensive-car feel: swept-away dash, coved floor, wider doors. Add bucket seats, console, even wall-to-wall carpeting and air conditioning if you want. The new Ranchero performs luxuriously too. New length, width and a new front suspension give a softer ride. Choose from three big engines and three smooth transmissions. Your Ford Dealer has the hot Ranchero at a cool, cool price.

*Manufacturer's suggested retail price, delivered in Detroit. Destination charges from Detroit, local taxes and fees, and options such as whitewall tires (\$32) and wheel covers (\$16) are extra.

36B

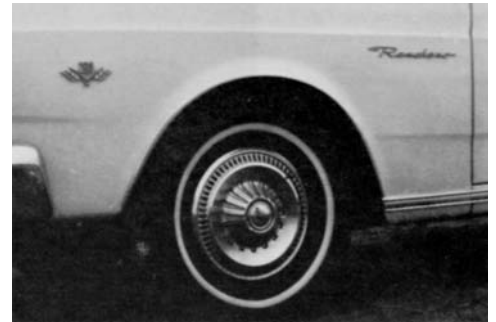
Ford Ranchero

The information and most of the photos in this article are from *FALCON! The New-Size Ford* by Ray Miller. It has been adapted to fit the magazine layout.



The 1966 Ranchero was delivered with a conventional 1966 Falcon Owner's Manual, but the sales folder carefully omitted the word "Falcon," and the car was described as a "1966 Ford Ranchero." While the front end is unmistakably typical of the Falcon, the newly restyled block letters spell F-O-R-D on the hood lip.

Still following the general styling of the Falcon passenger cars, the Ranchero has slab sides broken only by a single longitudinal crease. A new 289 emblem appeared to identify the cars as having either of the two optional V8 engines. The chromed Ranchero script was replaced by a similar emblem, now with grooved letters. A stylized revision of the Steerhead tailgate emblem now appeared on the rear roof pillars.



—Continued on page 26

FREE!

1960-70 Ford Falcon & Mercury Comet Parts Catalog!

1960-70
Ford
Falcon

MAC's

ANTIQUE AUTO PARTS
Parts for Falcons/Comets

Easy Online Ordering
Sign-Up For Email Deals:
• Free Shipping • 5%-15% Off Orders
• Product Sales Each Month
ALSO, WEB Only Specials!

Use Code: FNR30 - Ford Falcon/Comet ('60-70)
*(\$5.00 each for international postage)

OVER
7,600
PARTS!

- Body & Sheet Metal
- Doors & Parts
- Brake Parts
- Seat Covers
- Electrical & Wiring
- Engines
- Carb & Fuel Systems

Your One Stop Source For Quality Parts and
Accessories for your 1909-70's Ford & Mercury

877- 230-9670

MacsAutoParts.com/fn

Two-Timer

—Continued from page 21

Recently, Mac's Auto Parts started advertising bucket seats for the 1965 Falcon. I ordered a set which took months to get delivered. Apparently the seats are built to order. The seats came and looked great. The seats were built by ProCar. I called Mac's to find out about a rear seat cover to match the front. They called ProCar and found that there wasn't one in production yet.

During the same time, I decided to replace the old worn out dash gauges. I saw an article in a magazine about a company that installed new gauges into the old housing and re-chromed the bezel. I called for a quote finding out it would cost nearly \$3,000 to have this done. That phone call ended almost as soon as it began when they told me the cost.

Dakota Digital now advertises dash gauges for the 1965 Falcon for only \$800 without a dash bezel. A dash bezel to fit their gauges can be bought through other vendors for \$28. I decided to go this route as the car is not restored to its original condition anyway. The Dakota Digital order had to be built so again it was months before it was delivered. When it came, it looked great along with the new bezel.

A new wiring harness was ordered from Mac's. This harness has all new components which were installed and wired fairly easily to the new gauges and the remainder of the car.

The taillight buckets had been sent some time ago to our club member Norm Huie who owns and operates Shine On Me Trim. The taillight buckets looked so good when they came back that I sent the old beat up grille to him to restore. It came back looking almost like new after several months of time with Norm.

Contact was made with Esteban about producing a rear seat cover to match the front bucket seats. He said to bring the bucket seat over to his shop for him to look at it. When Esteban had installed the headliner, he had made his own wind lace and had installed it. Esteban said he could match the rear seat to the bucket seat so I decided to have Esteban finish up installing the interior while he was doing the rear seat. I took the car, new door panels, kick panels, carpet, and miscellaneous parts over to him to finish the interior. He had the interior done in just under three weeks—and for a great price. When I went to pick up the car, I found he had even done some upholstery work in the trunk that looked great.

The car went to a muffler shop where a new exhaust was installed along with electric cut-outs on the headers. The wiring wasn't finished up yet so it wasn't fired up at the muffler shop.





The car then went to an alignment shop. The owner went through the front and rear suspension aligning the four-link and front suspension. He was impressed with the workmanship by U.S. Street Rods and the quality of TCI's product. Everything aligned easily.

The car came back to me where the last of the wiring was completed. The electric fuel pump and fuel lines were installed. The car was checked over to make sure everything was in its place.

Finally the exciting moment came. The key was turned in the ignition, fuel pumped through the electric fuel pump, the engine fired up, and it sounded great. That was on a Thursday night. Saturday was spent polishing the car, loading it on a trailer, and taking it to a car show on Sunday where it received a lot of interest. I hadn't even had time to drive the car to make sure it was driving correctly. Since that great moment, the last of the fine tuning is being done. Whenever a car is built, you have to expect a few minor things to show up. A light bulb didn't light. A small radiator leak was found. But nothing major showed up.

I have since been out for several drives. The engine had lots of power. The transmission shifts crisply and flawlessly. The brakes work. The exhaust doesn't leak.

I took the Falcon to another car show weeks later. This time I drove it to the show. Again, many people took time to check the car over.

Many people are to thank for the finished product including the vendors mentioned that supply parts—club member Len Kellogg who was able to provide a few missing hard-to-find parts, Norm Huie, Esteban, C & T Engine, U.S. Street Rods and Sam, and my long time friend and wrenching buddy Al.

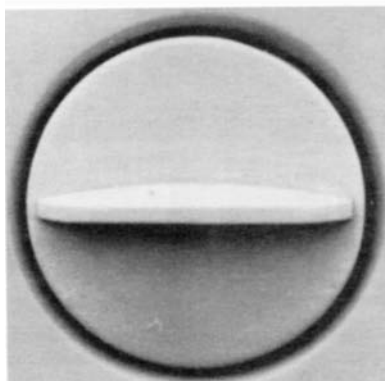
I am really happy with the finished car. What was the "worst project ever," has become something I really like. I get stopped by strangers who ask questions and they say it looks great. I look forward to many more miles in my "Two-timer."

—Greg DuVal (FCA #15238) Orem, Utah

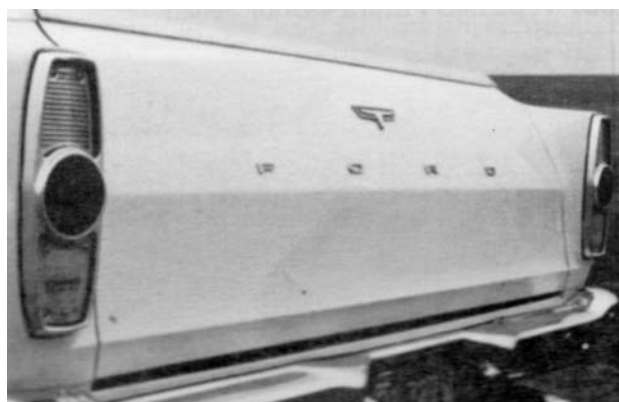
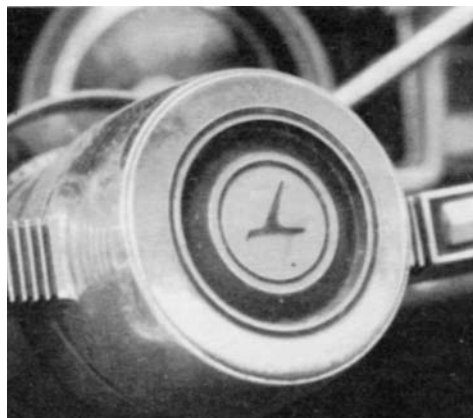


1966 FORD RANCHERO

—Continued from page 23



Top: Both Standard and Custom Ranchero models have a two-spoke steering wheel with horn ring.
Lower left: Gas cap is the same as the passenger car.
Lower right: Taillights have round red lens; optional backup lights are placed in sector below. Top sector is decorative only.



Top: Falcon-like emblem appeared at the steering wheel hub.

Middle: Restyled steerhead emblem appeared on the tailgate along with F-O-R-D block letter which match those on hood.

Bottom: 1966 cargo box is larger and holds almost 40 cubic feet of cargo.

FCA BOARD OF DIRECTORS, OFFICERS, AND REGIONAL DIRECTORS

BOARD OF DIRECTORS

John Saindon (5)
8215 E 39th St S, Derby, KS 67037
316-992-5002
Johnronsingco@aol.com

Cris Bowes (4)
245 S. Main St., Coventry, RI 02816
401-823-1059
cbicris@aol.com

Mike Sigler (3)
14475 S. Big Hill Rd.
Gulfport, MS 39503
228-596-9160
mikesiglerfalcon@gmail.com

Richard Harrington (2)
15725 State Highway 28
Delhi, NY 13753
607-746-2213
rharrington2@stny.rr.com

James di Zerega (1)
1221 Rue Ct., Fort Collins, CO 80526
303-601-2628.
jamesdizerega@comcast.net

AUDITORS

Barry Fischer
Colleen Ellis
Steve Hammond

PRESIDENT

Cliff McKay
1413 N. Fortner Rd.
Peck, KS 67120
316-777-5032
hifyer@sktc.net

VICE PRESIDENT

James R. Guthrie
27306 E. Outer Belt Rd.
Greenwood, MO 64034
816-288-7469
guthriejars@gmail.com

RECORDING SECRETARY

Steve Dippert
3143 Shriver Dr.
San Jose, CA 95132
408-206-1022
sdippert@hotmail.com

TREASURER

Jerry Nordboe
986 County Rd. Q
North Bend, NE 68649
402-690-0652
treasurer@falconclub.com

NAT'L FALCON NEWS EDITOR

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
editor@falconclub.com

CLUB STORE MANAGERS

Mary Biehl / Bonnie Stringer
322 Jeff Davis, Waveland, MS 39576
clubstore@falconclub.com

MEMBERSHIP SECRETARY

Denise Sword
5432 Courtyard Dr.
Gonzales, LA 70737
501-804-9700
membership@falconclub.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
7101 Sharps Dr., Plano, TX 75025
214-215-7485
admin@falconclub.com

WEBMASTER

Mike Grant
webmaster@falconclub.com

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
fcamary@baldwinpines.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Dee Bowes
423-519-3117
mail@falconclub.com

REGIONAL DIRECTORS

NORTH EASTERN REGION

John W. Howard
3955 Tolbert Rd.
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

SOUTH EASTERN REGION

Dave Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
65Sprint@baldwinpines.com

NORTH CENTRAL REGION

Jack Ellis
17860 168th St.
Basehor, KS 66007
816-806-1806
jandcellis@sbcglobal.net

SOUTH CENTRAL REGION

Mike Sigler
14475 S. Big Hill Rd.
Gulfport, MS 39503
228-596-9160
mikesiglerfalcon@gmail.com

SOUTH WESTERN REGION

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
toddgaudin@yahoo.com

MOUNTAIN REGION

Kent Whisenand Jr.
7190 W 24th Place
Lakewood, CO 80214
720-480-4910
kw65falcon@gmail.com

PACIFIC REGION

Monte Brachmann
923 SE 73rd Ave.
Vancouver, WA 98664
360-326-3035
mkbrachmann@comcast.net

FROM A READER

Years ago, our local newspaper used to feature a different car each week. While looking through my archives, I came across this article, which featured the 1965 Falcon.

— Felix Petrone
(FCA # 9745)
Verona, Pennsylvania

TRIBUNE-REVIEW

AUTO ALBUM

Falcon still maintains market perch

By Tad Burness

1965 Falcon

Ford's compact Falcon was introduced 30 years ago, and a few of the early models are still in use! The early Falcons were somewhat underpowered, though economical. In 1963, a V-8 engine was also available, joining the sixes. And by the mid-1960s, the little Falcon had grown brawnier, better-looking, and more powerful.

In 1965, a new 170 c.i.d. six replaced the 144 c.i.d. six as the basic engine, with 20 extra horsepower and yet better fuel economy (up to 15 percent increase) because of efficient design. "Low profile tires" reduced road friction and increased mileage.

The new 200 c.i.d. had seven main bearings, an unusual feature in an "economy" engine.

The 289 c.i.d. V-8 replaced the former 260 c.i.d. version. And a new alternator was used (instead of a generator).

In a *Consumer Reports* test, a 1965 Falcon Futura delivered 27 m.p.g. at 30 miles an hour, and 20½ at 60. In traffic, the figure fell to 15½ m.p.g. This test was made in a car with a 3.0 to 1 rear axle

CONVERTIBLES OF THE 1960s ARE IN DEMAND!

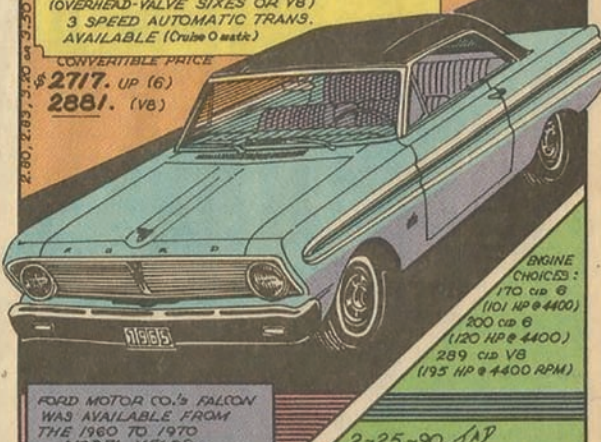
1965 FALCON "FUTURA" CONV'T.
109 ½" WHEEL BASE
WEIGHT 2782 LBS. (6); 3056 LBS. (V8)
6.50 x 13" TIRES
(OVERHEAD-VALVE SIXES OR V8)
3 SPEED AUTOMATIC TRANS.
AVAILABLE (Cruise O mark)

CONVERTIBLE PRICE
\$2717. UP (6)
2881. (V8)

ENGINE CHOICES:
170 c.i.d. 6
(101 HP @ 4400)
200 c.i.d. 6
(120 HP @ 4400)
289 c.i.d. V8
(195 HP @ 4400 RPM)

FORD MOTOR CO.'S FALCON WAS AVAILABLE FROM THE 1960 TO 1970 MODEL YEARS.

2-25-90 ADP



(gear) ratio.

Because no stock American-built convertibles were produced from 1977 to 1981, the value of

older convertibles has escalated. Most convertibles are now worth about 30 percent more than their enclosed counterparts.

FREE Parts Catalog

Covering 1960-70
Ford Falcon/Comet

1-800-654-3247



Weatherstripping/Rubber
Interior/Upholstery
Mechanical/Engine/Trans
Sheet Metal/Body Parts
Literature/Decals
Chrome/Emblems/Mirrors
Electrical/Wiring
Brakes/Suspension
Aftermarket Parts Line



1000s of items

**We stock & sell a complete
Inventory Line 1909-79 Ford Parts**

www.ClassicAutoParts.com

8701 S I-35 Oklahoma City, OK 73149
405-631-3933 * Fax 405-634-6815
Toll Free 1-800-654-3247

Just a Bunch of Kids Playing in the Same Sandbox



A Falcon Story by Jeff Schira (FCA #6235), Mansfield, Texas

Back in October 2017, a blue 1965 Falcon convertible showed up on eBay. I talked to the owner at length about the car and made him an offer. Ultimately, the offer was accepted and within a couple of weeks, the car was in my shop.

The car was in very good shape but needed some cosmetic freshening. I gave the car a good buffing and wax, replaced the top, the bumpers, exterior badging and did a little bit of upholstery work. Finally, I added a new set of wheels and tires.

Now show ready, I took this beautiful silver blue Falcon to the Capital City Regional in Austin, Texas in April 2018. Rick Dilks of the Mid-America Chapter was instantly attracted to the car. And, as I believe that all of my Falcons need to be set free someday, I agreed to sell Rick the car and deliver it to him at the 2018 FCA National Meet.

Fast forward to July 2018, I arrived in Wichita on the Wednesday of the National, where I found Rick eagerly awaiting the arrival of his car. With the car unloaded, registered and Rick's name on the windshield card, everyone was happy.

Then Thursday arrived.

Jan Guthrie of the Mid America Chapter saw the car and fell in love. She asked Rick if he would sell her the car. Rick refused, saying that he had only owned the car for a few hours and that it was not for sale. Rick now denies any knowledge of that conversation.

Chris Sword of the Founders Chapter came to the National in a 2010 Lexus LS400. Chris too liked the blue convertible and offered to trade Rick the Lexus for the convertible. Rick went through a gut-wrenching decision process that extended into Friday but ultimately decided to make the trade.

Discussions of the particulars of the trade were held in earnest and, the deal being done, everyone was happy.

Then Saturday arrived.

Jan Guthrie heard of the sale of the blue convertible from Rick to Chris and wondered aloud if Chris might sell the car to her. Jim Hatcher of the Mid-America Chapter took it upon himself to talk to Chris and find if Chris was willing to sell the car. After a positive response, Chris and Jan had struck a deal and the car now belonged to Jan. Everyone was happy.

If you find this entire scenario quite confusing, you are not alone. At the banquet Saturday night it was announced that the blue convertible had won a Class Award. Jan did not even realize that it was her car and had to be prompted to go forward to accept the award.

One car, four owners in three days. See what you miss by not coming to a Falcon National Meet?

BUSINESS CARD ADVERTISERS

RHINO FABRICATION



Manufacturing absolutely the finest reproduction dash pads, fan shrouds, kick panels, console box liners, bucket seat shields and speaker pots in the industry!

(541)480-5526

WWW.RHINOFABRICATION.COM

BEND, OREGON USA

Kellogg's GARAGE

Specializing in Original Ford Falcon parts

LEN KELLOGG



3110 Wildes Road, Loveland CO 80538 TEL. 970-593-1964
www.kelloggsgarage.com lenkellogg@lpbroadband.net

E.R. Milner, LLC
dba



1928-31 Model A	1964 1/2-73 Mustang
1932-59 Ford Cars	1928-96 Truck
1960-72 Galaxie	1966-96 Bronco
1962-71 Fairlane	1970-77 Maverick
1960-70 1/2 Falcon	1955-66 Thunderbird

Mon - Fri 8:30-5:00
1st Saturdays 8:30-2:00
Sunday Closed

1390 Business Center Dr. Suite 100 Conyers, GA 30094 Fax 770-761-5777
770-761-6800 www.melvinsclassicfordparts.com P.O. Box 81729 Conyers, GA 30013

Obsolete Ford

PARTS COMPANY

"The Old Reliable"



311 EAST WASHINGTON AVE. • P.O. BOX 787
NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470 Fax: 229-686-7125

 **UPHOLSTERY, PARTS & ACCESSORIES**

ADVERTISE YOUR SERVICES TO FCA MEMBERS

Business Rate: \$150/year, payable annually
Individual Rate: \$120/year, payable annually
Use your own artwork or we can scan your business card to fit.
Ad size is 2.4125 inches x 1.3785 inches.
Send artwork to editor@falconclub.com.

Kelly McCain
Lead photographer
Jeff Hulse
Associate photographer

720-308-2977
kellmccain@hotmail.com

Specializing in Planes, Trains and Automobiles

Come check us out at the swap meet, 2019 FCA National Convention in Winter Park Colorado. We will have photos and Falcon parts for sale. Call or email to setup your personal photo shoot!

"Naturally naked" and "sustainably snapped free range photography" and occasionally "vividly vintage" images.

shine
on me

Automotive Trim Restoration
Specializing in Ford Falcon Trim Restoration

Norm Huie
Phone: (949) 498-8974
www.shineonmetrim.com

- Aluminum
- Stainless
- Chrome
- Plastic

PHONE & FAX (607) 829-8321

TREADWELL CARBURETOR COMPANY LLC
CARBURETOR REBUILT FOR CARS
TRUCKS, TRACTORS & INDUSTRIAL EQUIPMENT

JIM LEITENBERGER
OWNER

4870 COUNTY HIGHWAY 14
TREADWELL, NEW YORK 13846

SEND US YOUR STORY

Do you and your Falcon have a story to tell?

Do you have a cover-worthy, high resolution photo of your Falcon?

The rest of the Falcon family would love to see it and read about it. Cover photos need to be high resolution digital photo, 300 dpi at 8x10 inches.

Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thank you!

Please send magazine comments/ suggestions to editor@falconclub.com.

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (888-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Both are payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to editor@falconclub.com.

PAYMENT FOR ADVERTISING

Send ads and photos by email to fca.editor@yahoo.com.

Checks should be made payable to the Falcon Club of America.

Ads and photos sent by mail with payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

Classified Advertising	14	INDEX OF	Melvin's Classic Ford Parts, GA	30
Dennis Carpenter Reproduction, NC	8	ADVERTISERS	Obsolete Ford, Nashville, GA	30
J.C. Taylor Antique Auto Insurance, PA	10		Obsolete and Classic Auto Parts, OKC	28
Kellogg's Garage, Loveland, CO	30		Rhino Fabrication, Made Mend, OR	30
Kelly's Kamera	30		Shine! On Me, CA	30
Mac's Antique Auto Parts, NY	23		Treadwell Carburetor, Treadwell, NY	30

Night Flight of the Falcon



Photo Credit: StraussPeytonKC.com

*The 1964 Falcon Sprint convertible is owned by Rod Crawford (FCA #10561) of Leawood, Kansas.
Don't miss the story behind this photographic shoot which can be found on page 12 of this month's magazine.*